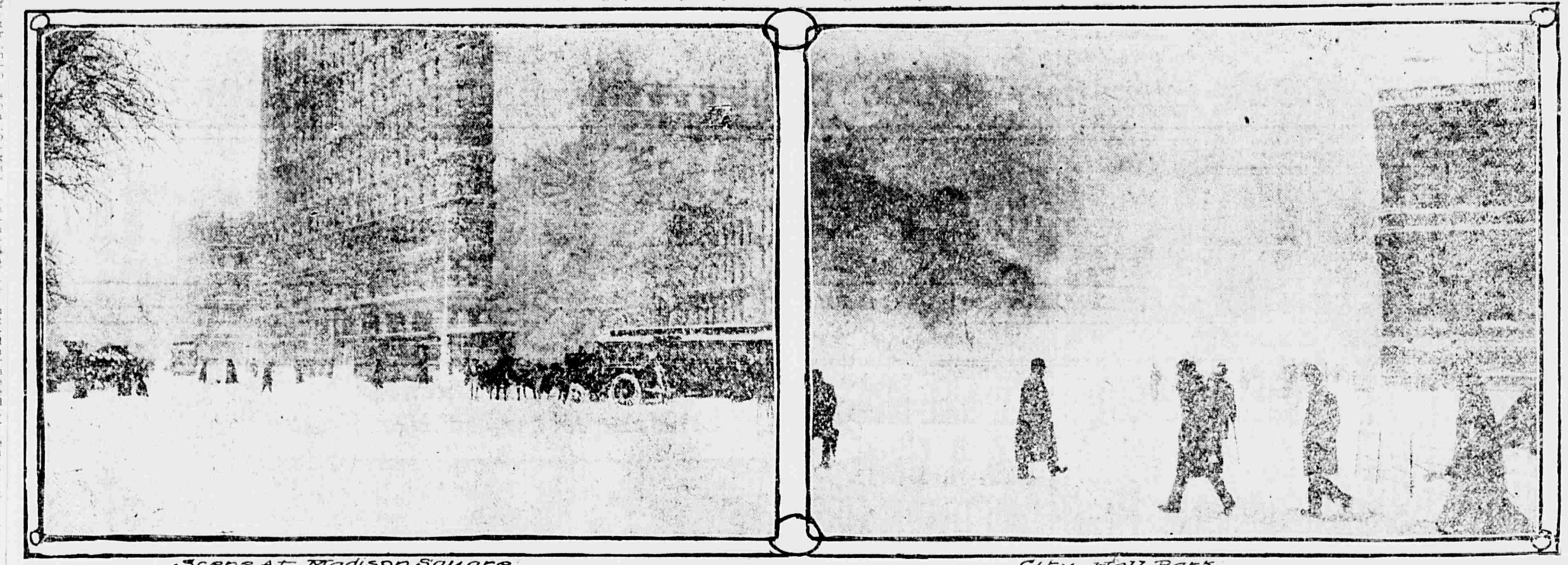


Scenes at Two of the Principal Centres of Traffic in Manhattan During the Busiest Hours of Day in the First Blizzard of 1908.

(Photographed Especially for The Evening World by Staff Artists.)



Scene At Madison Square.

City Hall Park.

all lines, as they cannot move except on the car tracks, and the tracks are so slippery that the horses are continually falling down. We are choked by this condition, but not tied up by the storm. For instance, in front of the Manhattan Hotel on Forty-second street an ice wagon floundered across the tracks and tied up the road for an hour. We had to push the heavy vehicle two blocks before we could clear the tracks.

Wherever one's way took him in Manhattan Borough lines of stalled cars could be seen on the roads Mr. Delaney announced were open and running. He even went so far as to state that the horse-car lines were not hampered either on Fulton or Houston street, except in so far as vehicles interfered with them. When he made this announcement five cars, each drawn by four horses, were blocked between Broadway and the Bowery on Houston street, and the policeman at Broadway and Fulton street had watched a four-horse car struggling for sixty minutes to accomplish the distance between Nassau street and the main thoroughfare.

The snow ploughs were sent out at 5 o'clock last night and kept running all night, the railway officials said. That the ploughs failed to clear the roads was not the fault of the management, but of the vehicles and horses that would flounder across the tracks.

"L" Trains All Crawled.

Trains were moving on the "L" roads of Manhattan, but not with any noticeable expedition. Express trains on the Third Avenue "L" ran between One Hundred and Sixteenth and Forty-second streets in fifty minutes. Instead of the usual fifteen. On the Ninth Avenue "L" it was necessary to run with extreme caution, as some of the switches had frozen and worked badly. Even the subway, in the exposed places in the Bronx and along the Manhattan street viaduct was

Sound Steamer J. H. Starin Goes Ashore at Whitestone.

The steamer John H. Starin, of the Starin Line, bound from New Haven to New York, ran ashore in the storm blizzard on a sandy beach at Whitestone, Long Island, Sunday night. She had eight passengers aboard. Nobody was injured and the boat was not badly damaged.

The passengers were taken to Whitestone in small boats and continued their journey to New York by rail over the Long Island Railroad. Tugs sent to pull the Starin off found her high and dry, head on the beach, with even her rudder out of water. No attempt was made to move her until high tide late this afternoon.

The John H. Starin, one of the boats formerly in the service between this city and Glen Island, left New Haven late last night with a big cargo of freight. Only a few passengers, however, had the temerity to brave the blizzard on the Sound.

There was a quick snowing, and the snow was so thick that many of the lights were hidden. The captain had to depend on his knowledge of the route to guide him, and got along all right until he reached the point where the Sound narrows between Throgs Neck and Port Jervis. There he was stuck, and the boat was so far from shore this afternoon that the small boats of Whitestone Landing were able to board her from the beach. There was a heavy sea on out in the Sound, but the position of the boat was sheltered, and she did not appear to be in any danger.

Capt. Hubbard, of the Starin, evidently lost his bearings after swinging around the point on which Fort Schuyler is located. Instead of heading for the Sound through the channel he held toward Little Bay, a cove between Whitestone Point and Fort Totten.

There were no shore lights to warn him and he could not have seen them through the snow squall anyhow. The first he knew that his boat was off the track was when he felt her ground. He found himself well established on a sandy beach just off Mill's Dock, back against the gale, and the rising tide steadily forced her further up on the beach. The boat was so high up that some of the passengers were not even awakened by the shock when she went ashore. There was no danger, and as soon as possible they were transferred to shore.

Old Vessel High on Shore.

Although the Starin morning the officials of the line on the pier at the foot of Cortlandt street professed ignorance of the whereabouts of the vessel. Capt. Deas, superintendent of navigation of the Starin line, was not in his office, and one of the clerks said that perhaps the captain had gone to White Stone.

The Starin is one of the venerable old relics of the harbor. Her passenger accommodations are not extensive.

The storm ploughs were up so far on shore this afternoon that the small boats of Whitestone Landing were able to board her from the beach. There was a heavy sea on out in the Sound, but the position of the boat was sheltered, and she did not appear to be in any danger.

Liners Held Outside Hook; Bay and Rivers Deserted

In the harbor and rivers, transportation was not attempted during the height of the storm, except in the case of the ferries that ran on vague, uncertain schedules. During the hours when New Jersey tollers left into their places of business in Manhattan, the smother of gale-driven snow was so dense that the Singer building was invisible from West street and on the river the icy mist was thicker.

Down the bay there was nothing moving except the Staten Island ferry-boats and a few tugs.

Outside the Hook three big liners were compelled to lie to. The Adriatic, of the White Star line, which had aboard several witnesses summoned for the

Snow Removal Is Hampered By Lack of Carts and Teams

The big job of removing the first big snowfall of the winter from the streets proceeded slowly and disappointingly to-day, because of the difficulty in securing carts and horses. There were plenty of men on hand to shovel the snow and heap it in piles, but not

Help Wanted To-Day!

As advertised for in The Morning World's Want Directory.

Addressers	.....	3
Agents	.....	14
Bookkeepers	.....	4
Bakers	.....	4
Boys	.....	4
Businessmen	.....	3
Butchers	.....	20
Blindly Help	.....	4
Cannvases	.....	17
Cashiers	.....	3
Chambermaids	.....	14
Compositors	.....	6
Cooks (Male)	.....	2
Cooks (Female)	.....	6
Dressmakers	.....	4
Dentists	.....	4
Drivers	.....	4
Drug Clerks	.....	11
Elevator Runners	.....	2
Fishermen	.....	2
Foralists	.....	4
Freemen	.....	2
Gists	.....	15
Hairdressers	.....	2
Total	.....	581

The World printed 581 Help Ads. to-day, 262 more than all other New York papers combined.

Business Streets Much Wait.

Because of the necessity for opening the main arteries of travel and keeping them open no attention was paid to-day to the residential and financial districts and the removal of snow. As soon as the downtown section of Manhattan is cleared of its business population to-night thousands of men will be put to work in the streets, and the contractor will remove the snow from the streets.

Porter's street to the Battery and west of Sixth Avenue to One Hundred and Tenth street—John E. Shugrue's. Porter's street to One Hundred and Sixth street—John E. Shugrue's. Porter's street to One Hundred and Sixth street—John E. Shugrue's.

New Jersey Lines Tied Up, Thousands Wait in Cars.

In New Jersey there was even more suffering and discomfort than in this city, with the storm sweeping across the swamps and meadows at hurricane velocity and the snow drifting waist deep wherever it found a barrier to sweep against. Jersey City, Hoboken and Weehawken found themselves in the same plight, both as to the paralysis of local surface traffic and railroads and the delay of the trains.

Thousands of men and women in Jersey City to-day were compelled to walk through the snow and storm to the cars in order to get to this city and their places of employment, because of the badly crippled condition of the trolley lines of the Public Service Corporation.

Drifts Blocked Lines.

Huge drifts of snow blocked the snowploughs at frequent intervals during the early hours and prevented the surface cars of the Greenville and Bayonne, West Side and Belt Line cars from carrying the waiting thousands downtown.

Trucks and vehicles of every description were stuck in the snow, and the streets were so full of them that it was impossible to take them down town. Others, not so fortunate, had to wait for a long time before they could get to their places of employment.

Before long the formation of three cars was being held back by the snow, and the drivers were unable to get them moving. The cars were only able to send out an average of one

Staten Island, Isolated Arctic Region, Cars "Dead"

Staten Island awoke to find itself a sort of detached Arctic region this morning, with drifts against the wind, and no clang of a trolley going along any of the long stretches of hills and hollows. The trolleys were dead, as far as traffic was concerned, and the Staten Island Rapid Transit Railroad was in little better condition.

Thousands living in the southern end of the island made only an attempt to reach their homes in the morning, and then returned to their homes. During the night the trolley officials pushed several ploughs in the hope of keeping open the lines, but were compelled to take them off this morning.

Long Island Railroad Trains in Snow Drifts.

Early in the day all attempts at operating trains for long distances were given up by the Long Island Railroad and all points far removed from operating centres were cut off so far as train service was concerned. The North Shore Division was out of business north of Flushing, and the Montauk Division suspended operations east of Babylon. The Greenport Division was out of business north of the first section of track to quit.

Emergency trains were rushed into service, but it did little to relieve the situation. Everything, even from near points, was running from two to three hours late, and hundreds turned home in disgust, only to find the "No train" sign flashed on the boards.

A train that left Hempstead at 6:00 o'clock this morning was stalled by the snow in the deep cut about half a mile from Floral Park. Many of the passengers got out and struggled through the snow, but it was not until 10:00 o'clock that the train was able to get a train there on the main line.

An express train from Hempstead, which left earlier, fared little better, although it was sent round by way of Mineola. It was soon stalled in a deep cut east of Floral Park and remained

Locomotive Jumps the Track on High Track at Hammel's Station.

A train load of passengers bound for New York is snow-bound on the long trestle over Jamaica Bay, between Hammel's Station and Broad Channel, on the Rockaway Beach branch of the Long Island Railroad. The locomotive jumped the track just west of Hammel's Station.

The train, composed of four cars well filled, left Rockaway Beach at 8:50 o'clock this morning and crept along through the blinding storm as far as Hammel's. Over the trestle the train went in blinding gusts, and the train was soon transformed into a long white line of cars. The steam locomotive attached to it turned back against the storm, and the passengers, who floundered on being laid anyhow, were congratulating themselves that they would reach New York in fair time under the conditions, when there was a sudden jar and the train stopped.

The train had run back through the cars and informed the passengers that the locomotive had jumped the track. In spite of the storm many of the engine men got out of the cars and saw the engine lying on its side just balanced on the edge of the trestle. The engineer, James Sprague, and his fireman had escaped by jumping.

Many of the passengers, seeing that a long wait lay ahead of them, attempted the dangerous feat of walking back over the slippery timbers of the bridge, but decided in pretty short order after a few slips had sent them sprawling on the structure.

Games of cards were organized by those lucky enough to have decks of postcards with them. Several workmen who had their lunch along prepared for a long siege and making themselves comfortable started in to read their papers from cover to cover.

Victims of the Blizzard Who Suffered Physical Hurts

J. J. Leach, forty-six years old, of No. 221 East Thirty-second street, fell at the corner of Thirty-second and Third Avenue, and was taken to Bellevue with a fractured leg.

Annie Dwyer, thirty-three years old, of No. 1 Oak street, was struck by a falling signboard in front of No. 24 Pearl street. She was taken to St. Gregory's suffering from contusions of the head and shoulders.

Frank Seiler, thirty-five years old, of No. 22 East Fifty-fifth street, fell on the Hanover Square "L" station and was taken to the Madison Street Hospital, suffering from a fractured leg.

Ezekiel Arkush, of No. 25 West Fifty-seventh street, forty years old, died suddenly in a store at No. 42 Grand street, after a struggle with the blizzard.

Charles Wagner, a special policeman at Woodlawn Cemetery, who lives at No. 101 East Twenty-fifth street, was struck by a falling signboard and was taken to the Madison Street Hospital, suffering from a fractured leg.

Miss Alice Wax, nineteen years old, of No. 34 Madison street, and Thomas Newman, fifteen years old, of No. 43 East Houston street, collided today at East Broadway and Pike street, both being removed to Gouverneur Hospital before medical aid could be summoned.

A brother of the dead man said that he had been in the store at No. 42 Grand street when the accident occurred. He was not hurt, but he was very close to it.

Charles L. Beldenberg, of No. 78 Columbia avenue, fractured his right leg in a fall on the sidewalk in front of No. 128 Chambers street, and was taken to the Hudson Street Hospital.

William H. Kinnald, seventy years old, went out shopping to-day, and fell on a fall on the sidewalk in front of No. 128 Chambers street, and was taken to the Hudson Street Hospital.

James P. Lee, of No. 227 West Twenty-seventh street, fell on the sidewalk at Nassau and Wall streets and was removed to St. Gregory's Hospital with a fractured leg.

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FEW TROLLEYS RUN IN WESTCHESTER.

(Special to The Evening World.)

WHITE PLAINS, N. Y., Jan. 24.—The blizzard landed today, badly in Westchester County today, few of the trolley cars were running, and the streets were so full of snow that it was impossible to take them down town.

WE DELIVER FREE

WE DELIVER FREE. WE DELIVER FREE. WE DELIVER FREE.

FALL RIVER LINERS ALL SAFE IN PORT.

Officers of the Fall River line in this city received notice that the steamer Providence, which left New York last night for Fall River, arrived at the city at 8 A. M. today. Her passengers were landed at New London, and proceeded to their destinations by train.

James Keane, Jr.

James Keane, Jr., of No. 128 Chambers street, was taken to the Hudson Street Hospital, suffering from a fractured leg.

Evans Ale

Evans Ale. Evans Ale. Evans Ale.

AN ale bottled by a dozen different bottlers will have a dozen different tastes. EVANS ALE is bottled by its makers, hence always the same all over the world.

LOST, FOUND AND REWARDS.

LOST, FOUND AND REWARDS. LOST, FOUND AND REWARDS.

No Extra Charge for It.

No Extra Charge for It. No Extra Charge for It.

CROWDED TRAIN TIED UP BY SNOW ON LONG TRESTLE

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